Governments were also requested to set up State level road safety councils.

8. Strict and rigid enforcement of traffic rules and regulations.

9. Regular Special drive against rash and negligent driving, driving without driving licences, drunken driving, defective headlights, over-speeding, over-loading etc.

10. Regular prosecution of violation through issue of notices.

11. School children are regularly imparted necessary training/education in the schools about the rules of the roads and related safety aspects by the Road Safety cell of Delhi Traffic Police.

12. Introduction of blinkers/signals at accident prone areas.

13. Prosecution through Radar Guns-

14. More Police presence in accident prone areas.

15. Special morning drives and night mobile patrolling.

16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.

17- Painting of bus boxes, yellow boxes.

18. Special night checking on Highways.

19. Special drive against buses, HTVs, TSRs, Taxis etc.

20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

Maintenance of National Highways

1129- SHRIT SANTOSH KUMAR SAHU: WI1 the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the rate of road accidents in the country is highest in the World;

(b) if so, the details thereof;

(c) whether Government monitor the conditions of the existing National Highways being maintained by State agencies as to the quality of material used and the width of roads etc.;

(d) what are the reasons that the width of the National Highways in Orissa has gradually been reduced; and

(e) the details of the action proposed to be taken to enforce proper width of the Highways and also proper maintenance thereof in Orissa?

THE MINISTER OF STATE OF THE (MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The rate of road accidents in India in 1986, the period for which comparative figures in respect of other countries is available, was 20.56 per thousand vehicles. This was then not the highest in the World.

(b) Does not arise.

(c) Yes, Sir.

(d) and (e) The width of National Highways in the country, including the State of Orissa, is not reduced- In fact, the National Highways are being widened in a planned menner, as per the requirements & availability of resources. National Highways are also being maintained regularly within the funds available so as to keep them in traffic worthy conditions.

Construction of 4-lane bridge near TTO

1130. SHRI SURESH KALMADI. Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided to construct a new 4-line bridge near ITO bridge over Yamuna in Delhi; and

Ob) if so, by when the construction is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The work which is to

be executed by Delhi Administration has not yet been awarded. It is therefore, too early to indicate the expected date of its completion.

Display of fare chart in buses

1131- SHRI SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that private buses under D.T.C. have displayed fare chart near entry gate;

(b) if so, the details thereof along with the relevant instructions for such display;

(c) whether Government propose to direct the Mini Bus operators and operators of Buses plying under permits issued by S.T.A. to display similar fare charts near entry gate; and

(d) if so, the details thereof and if not. the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) DTC have issued instructions to private operators to display prominently the fare chart of the route on the bus body panel adjacent to the rear entrance gate. Random checks carried out by DTC have indicated that most of the private buses operating under DTC are displaying fare chart outside the entry gate-

(c). and (d) As per the terms and conditions of the Stage Carriage Permits. the peroiit holder is required to display the fare chart On the vehicle. Delhi Administration are issuing instructions to private bus operators under STA Permits to display fare chart near the entry gate.

Use of red-cross on vehicles

1132. SHRI SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

fa) whether it is a fact that a large number of private vehicles in Delhi plying with 'Red Cross' emblem indicate the user of vehicles as Medico-men;

(b) whether Government are aware that some private vehicle owners of Delhi have got the red cross painted on their vehicles without any authority;

(c) whether this is due to non-checking of vehicles by officials of transport Directorate of Delhi;

(d) if so, whether Government propose to take some action to ensure that only deserving vehicle owners use such sign in future; and

(e) if so, the details thereof and if not. the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) It has been noticed that some private vehicles ply with the 'Red-Cross' emblem. No permission is required for painting the Red Cross on the vehicles, and vehicles painted with Red-Cross do not get any special consideration.

(c) No, Sir.

(d) and (e) Do not arise.

नैनी में यमुना नदी पर पुल

1133. **श्री सत्य प्रकाश मालवीय :** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) नैनी/इलाहाबाद में यमुना नदी पर पुल के निर्माण की परियोजना का ब्यौरा क्या है ;

(ख) उसमें कितना व्यय होने की संभावना है ; और

(ग) परियोजना इस समय किस चरण में है ?

जल-भूतल परिवहन मंत्रालय के राज्य-मंत्री (श्री जगदीश टाइटलर): (क) इस स्कीम में 1640 मीटर लम्बे पुल तथा दोनों ओर 4 लेन वाले कैरिजवे के साथ 3.8 कि० मीटर लम्बे पहुंच मार्गों का निर्माण शामिल है ।

States/UTs	1989	1990	1991
Dadra and Nagar Haveli	61	79	50
Delhi	7192	7687	8065
Daman and Diu	66	91	67
Lakshadweep	5	2	Nil
		662	724
TOTAL	267648	281125	288828

E—Estimated figures

R—Repeated the figures of previous year.

Statement-II

No. of persons killed in road accidents in India, during 1989-91

States/UTs	1989	1990	1991
Andhra Pradesh	4458	5111	5753(E)
Arunachal Pradesh	59	97	36(E)
Assam	895	904	867
Bihar	2183	2751(E)	2304(E)
Goa	169	174	180
Gujarat .	3509	4077(E)	4508(E)
Haryana .	1819	1969	1916
Himachal Pradesh	469	465	414
Jammu & Kashmir	491	371	672(E)
Karnataka	3655	3901	3979
Kerala	1737	1793	1709(E)
Madhya Pradesh	2709	2793	3089(E)
Maharashtra	5785	5427	9884(E)
Manipur	129	106	87
Meghalaya	98	133	104(E)
Mizoram	38	38	28
		64	40(E)

State/UTs	1989	1990	1991
		1193	1300(E)
	1171 819	1133	1019(E)
	3023	3465	3736
Sikkim	38	26	34
Tamil Nadu	6299	6663	6406
Tripura	136	113	102
Uttar Pradesh	6130	7639	7936(E)
West Bengal	2094	2600	2559(E)
Union Territories			
A. & N. Islands	15	17	5
Chandigarh	76	80	60(E)
Dadra & Nagar Haveli	10	18	9
Delhi	1583	1670	1829(E)
	9	16	7
Lakshadweep	Nil	Nil	Nil
	82	106	107
TOTAL: . . .	49730	55013	60479

E—Estimated figures. Statement-Hi

The Steps taken/being taken include—~

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter re quirements in respect of issuance of driving licences, and stringent penalties for off ences.

2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.

3. Maximum safe laden weights have been prescribed for trucks including, light commercial vehicles.

4. Maximum speed limits have been pre. scribed for all vehicles except light motor vehicles.

5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

6. It is prescribed that road safety devices would be fitted in the vehicles *viz.* direction indicators with blinker system for vehicles, special lables on carriages carrying dangerous or hazardous goods.

7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level' road safety councils.

8. Strict and rigid enforcement of traffic rules and regulations.

9. Regular special drive against rash and negligent driving, (driving without driv-

ing licences, drunken driving, defective headlights, over-speeding, over-loading etc.

10. Regular prosecution of violation through issue of notices.

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20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the same of road safety among various road users and children.

Augmentation of DTC fleet

* 141. SHRI MURLIDHAR CHAND-RAKANT BHANDARE: Will the Mnis-ter of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that DTC fleet is proposed to be augmented in view of the heavy over-crowding of the buses on different routes; if so, to what extent, indicating the specific routes on which the buses are so over-crowded; and

(b) how far the over-staffing is likely to be minimised with such augmentation of the DTC fleet?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) *(a)* No Sir

(b) Does not arise.

Green line service of DTC in Delhi

1142. SHRI SYED SIBTEY RAZI: Will *the* Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a large number of Green Line Services have recently been introduced by DTC in Delhi;

(b) if so, the Route Numbers thereof and the areas being covered by each service as on the 29th February, 92;

(c) whether any frequency of each ser vice has been fixed;

(d) if so, the details thereof service-wise and if not, the reasons therefor;

(e) whether the introduction of these services has not affected the frequency of existing services of DTC;

(f) if so, the timings of frequency of Route Number 166 before and after introduction of Green Line Service;

(g) whether Government propose to maintain frequency of existing services under D.T.C. except Green Line Service;
and

(h) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE. MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d)
At present 215 buses have been deployed on Green Line Services. The details are at Annexure—*[See* Appendix CLXII, Annexure No. 31].

(e) The frequency of existing route is commensurate with the passenger traffic generation and resources available. Due to scrapping of old buses, services on some of the existing routes were reduced.

(f) Details are at Annexure. *[See* Appendix CLXII, Annexure No. 32]

(g) and (h) Due to fleet constraints and scrapping of old buses, it is difficult to maintain the frequency of existing ser-